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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 1st October, 1908. [a1375-2]

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12.00 Noon to 1.00 p.m. Every 10 minutes.
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Hongkong, 5th December, 1908.



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[a130]



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Hongkong, 14th November, 1908. [a1555]

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Hongkong, 1st December, 1908. [1628]

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Hongkong, 21st September, 1905. 1327

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G. K. HAXTON, Manager.

Hongkong, 1st April, 1908. 43

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SMOKELESS POWDERS and CHILLED

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Hongkong, 6th March, 1907. 42

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FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & Co. Agents.

Hongkong, 13th March, 1907. 535

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Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
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CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a39]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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Hongkong, 24th July, 1905. [a1475]

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Telegraphic Address: "SACHSOLA."
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Well Furnished Bedrooms, every home comfort.
Fine View of the Harbour; Reduced Terms
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Hongkong, 4th December, 1907. [a40]

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS.

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Hongkong, 5th February, 1907. [1326]

NOTICE.

THE Band of FURST BISMARCK will
play during and after Dinner TO-NIGHT
(THURSDAY), the 10th instant, at the
ORIENTAL HOTEL.

M. MATTHAEY,

Proprietress.

Hongkong, 8th December, 1908. [a1263]

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THE Hotel is under European manage-
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food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
Two steamers (ss. Sui An and Sui Tin) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOAVISTA."
For Terms, apply to
[a216]

THE MANAGER.

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PASCALL'S FRENCH CONFECTIONERY.

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ALEXANDRA BUILDINGS AND
KOWLOON DISPENSARY.

Hongkong, 6th November, 1903. [29]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PUNSA. Code: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 14.

HONGKONG OFFICE: 10A, DES VEXES ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, DECEMBER 10TH, 1903.

We cannot find in the latest quarterly returns of the Imperial Maritime Customs any confirmation of the reports so frequently and confidently repeated that the anti-opium movement in China is still going strong. So far as the import of foreign opium is concerned during the third quarter of the present year the Customs returns go to show a considerably larger business than in the corresponding quarter of last year. From these returns we can form no adequate idea of the movement of native opium, but what little information they do afford does not indicate that the cultivation of the drug in China has been appreciably reduced. Taking first what the statistical tables in the *Customs Gazette* disclose in regard to the trade in native opium, during the third quarter of the present year, we note that at Ichang, where the import was entirely of native production, the returns show 2,553 piculs as compared with 1,811 in the corresponding quarter of last year, while at Kiating, where the import last year was 737 piculs and this year 1,131, the increase is almost entirely in native opium. The same statement holds good with regard to Wuhu where an increase of 404 piculs is shown, of which 40 is in the native drug. At Hangchow too, the import of native opium was 920 piculs during the quarter as compared with 96 piculs in the same period last year; and excepting at Nanking and Hankow the increase in the import of native opium is the feature of the trade in the

Yangtze district. Viewing the opium returns as a whole, we note that, very few places indeed show a reduction in the import of opium. Nanking is the most conspicuous place in that respect, for the import there of opium of all kinds fell from 346 piculs to 66, but Amoy is the only other place of importance where the import shows a reduction. There it declined from 1,331 piculs to 1,139. Here are the figures for a few other ports:—

	1907.	1908.
Piculs.	Piculs.	Piculs.
Shanghai	1,638	3,142
Hangchow	469	654
Ningpo	387	456
Foochow	393	1,153
Swatow	1,436	1,796
Canton	2,865	3,294
Kowloon	102	236
Lappa	52	273

At every one of these places substantial increase in the import is shown. What, then, can be the authority for the repeated statements that the Opium Edict is being increasingly obeyed throughout the length and breadth of China? The Chinese Government is, according to the Imperial regulations, supposed to be supplied with annual returns showing the area under poppy cultivation in each district, but these statistics are never published. When the Opium Conference meets at Shanghai in February the Government of China may reasonably be asked to furnish a true abstract of these returns for the guidance of the Conference. Possibly it would be wrong to conclude that there has been little or no restriction of poppy cultivation in China because the imports for a quarter at the principal trading marts for the drug show a surprising increase; but that explanation, if it exists, is not obvious, and in view of the coming Conference the facts we have extracted from the July-September Customs returns stand in need of explanation when we are told that the anti-opium movement is becoming increasingly popular in China.

For the first time since the plague established itself in Hongkong a week passed without any death from this disease last month.

A death from hydrophobia is reported from Hankow, the victim being Mr. Nicola Hausman, controller of the Peking-Hankow railway.

Cholera is reported to be very prevalent in the Kichow district of Shensi. Over 90 per cent. of the population are stated to be affected, but this is doubtless a very much exaggerated estimate.

At the Supreme Court yesterday the Chief Justice, just before the adjournment for tiffin, said it would be convenient to stop then. "I can't go on," he added, "until I get hot water pipes. I am half frozen." The Court was warmer in the afternoon.

Yesterday morning a detective went to the office of "The Query" and arrested Alfred W. Hall, who was described as a reporter, on a charge of forgery and embezzlement at Manila. He was brought before Mr. Kemp at the Magistracy yesterday and remanded until Wednesday next.

The Rt. Rev. Archbishop Kerly of Sydney who attended the Eucharistic Congress in London is staying in Hongkong for a few days before returning to his diocese. We understand that His Lordship will preach next Sunday at St. Joseph's Church.

The rainfall of the last few days, following the typhoon in the China Sea, must constitute something like a record for December in Hongkong. The mean rainfall for December for the last twenty years has been 1.03 inches; the maximum 4.10 inches. The total fall on the 8th and 9th inst. was 2.30 inches to 10 a.m.

The Volunteer Corps are to have a field day on Saturday the 19th inst. The operations will be between a Blue and a Red force. The Infantry Company and the Taikee Detachment, comprising the Blue Force, will meet at the B. & S. Sanatorium at Quarry Bay. The Red Force, consisting of the remainder of the corps, will parade at Blake Pier, at 1.30, for conveyance by launch to Stanley. Twenty rounds of blank ammunition per rifle will be issued.

Notification has now been received of the results of the Royal Sanitary Institute examinations held at Hongkong in May last. Only one candidate, Mr. Samuel B. Boyd, presented himself for examination in sanitary science as applied to buildings and public works, and he has been granted a certificate. Two candidates sat for examination for inspectors of nuisances—Messrs. F. E. Beach and Robert Hudson, both of Hongkong, and they are certified, as regards their sanitary knowledge, competent to discharge the duties of inspector of nuisances under the Public Health Act 1875.

By kind permission of Major Evans and officers, the Band of the 13th Rajputs will play the following programme of music, at the King Edward Hotel, during dinner to-night (weather permitting):—

Waltz.....Clairibel Selection.....The Willows
Song....."Ailsa's rose" nicht und Liebes lied (By Request)
Two Step.....Nayaho
Waltz.....L'ari du Midi
Selection....."Les cloches de Cornouailles" (By Request)
S. rondo.....Brage Potpourri
Two Step....."Gum right down to de Hu-kin Bee" God Save the King.

The French Sisters of the Aile de la Sainte, Enfance, announce their Annual Bazaar which will be held at the City Hall on Monday, the 14th inst., at 2 o'clock in the afternoon, under the patronage of His Excellency the Governor.

The latest official return of Chinese in the Transvaal shows that at the end of August 151,762 coloured persons were employed and 17,720 Chinese; according to the Transvaal Chamber of Mines, the number of Chinese employed at the end of September was 14,555. The death rates per thousand for the quarter ended June 30 were 32,035 for natives and 16,002 for Chinese.

A dramatic incident was witnessed in the Supreme Court yesterday. A Chinese was suing for damages for the loss of his wife, and his case had concluded when the solicitor for the other side rose and said "I will now call Li Ting, the real husband of the deceased." The effect was dramatic. The sequel has yet to be heard, but interesting developments may be expected in a case where two men claim to have been married to the deceased woman cooie.

At the Magistracy yesterday a Chinese was sentenced to three months' imprisonment by Mr. J. R. Wood for being a member of an unlawful society. A police officer went to a certain house to investigate a larceny and in the course of his search he came across a locked drawer in a cupboard. Defendant produced the key and on the drawer being opened he hurriedly snatched up a small parcel of books. Naturally the officer wanted to see what it contained, and on opening it, found therein four books the characters on which aroused his suspicion. He asked the defendant to accompany him to the Police Station where it was ascertained that the books contained writings relative to the secrets of the Triad Society.

The death is announced at Seoul of Mr. T. E. Hallifax, one of the oldest foreign residents in the Far East. His connection dates back to a time shortly after the Indian Mutiny, when he went to India to take up an appointment in the telegraph service of the East India Company. In the year 1871 he went to Japan under contract with the Japanese Government and did good work there in connection with the installation of the telegraph service. From Japan he went to Korea, and in 1889 Mr. Hallifax superintended the work of connecting Seoul with Fusan by telegraph. His subsequent career in Korea has been that of a master in the Royal School for instruction in the English Language, a position from which he was retired a few months ago on account of his advanced age, the Government recognising his services by a decoration and a substantial honorarium. Most of the Consular Body in Seoul attended the funeral and the Vice-Minister of Education was among those present. The Imperial Band was present, by courtesy of the Household Department; and it played a funeral march under the conductorship of Mr. Eckert, their director.

THE BANDMANN COMEDY COMPANY.

This Company will commence their season this evening at the City Hall with the extremely popular comedy "Lady Frederick." This particular play has met with the greatest success in London and should, command similar appreciation in Hongkong. We hear that the booking is good and as time allows for only one performance of "Lady Frederick" play-goers of Hongkong should not miss this opportunity of seeing the latest from Home. As a Comedy "Lady Frederick" holds a correspondingly proud position to that of the "Merry Widow" in the operatic world. The booking office is at Montrose and Co's.

TWO LUKONGS MURDERED AT MACAO.

A Filipino named Hilario Barts who has been residing for some years at Macao had an altercation in the street on Monday with two Lukongs and stabbed them both. One of the men died on the spot and the other succumbed next day in the Military Hospital. The murderer has been arrested.

THE A.D.C. PERFORMANCES.

It is interesting evidence of the public appreciation of the A.D.C. performance of "A Country Girl" that on the last three nights the audiences were larger than on the first three. The most crowded house was on Saturday, the next largest was on Tuesday (the final performance), the third largest was on Monday, the fourth on Friday, the fifth on Thursday and the first night was actually the smallest, though it did not appear that seating room could be found for another hundred persons. The "Country Girl" therefore met with an amount of support which is quite exceptional, and all who witnessed the performance will agree that it was richly deserved.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 9th at 12.15 p.m.—The barometer has risen moderately over the S. coast of China and S. Luzon, and a slight rise has taken place in Formosa.

The typhoon continues to fill up over the N.E. part of the China Sea. The anticyclonic area, which is still central over N. China, has spread over Japan where pressure has increased considerably. Gradual rain will continue to prevail in the Formosa Channel and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.78 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood. Strong N.E. gale. Formosa Channel. Fresh N. and N.E. gales. South coast of China between Hongkong and Lianchook. N.E. gales. South coast of China between Hongkong and Hainan. Same as No. 3. Moderate N. gale; squally and rainy at first, improving later.

TELEGRAMS.

[REUTER'S SERVICE.]

AUSTRIA AND TURKEY.

LONDON, December 7th.

Advices from Constantinople state that the boycott of Austrian goods has extended to the whole of the Empire, except Smyrna.

RE-OPENING OF LIEUTENANT WOODS' CASE.

LONDON, December 7th.

The case of Lieutenant Woods has been re-opened, and writs have been served on Mr. Haldane, General Lyttelton, and other then members of the Army Council, on the ground that they exceeded their powers in requiring the officer's resignation. An enquiry was held in Chelsea barracks on the 19th November, 1907 to investigate complaints made by Lieutenant Woods of the 2nd Grenadier Guards, regarding alleged unjust treatment in certain reports of the War Office.

THE SITUATION IN THE NEAR EAST.

LONDON, December 7th.

The situation in the Near East is regarded as discouraging; the boycott is unabated and the tension between Austria and Turkey is increasing. Austria and Turkey are unquestionably preparing for emergencies. Italy's entente with Russia, which though an unwritten one, is said to constitute a definite agreement to mutually support their respective interests in the Balkans, is hailed with satisfaction in St. Petersburg and with ill-concealed dismay in Vienna.

ANOTHER HEALTH FAD.

We stand and sit too much, according to the views of Dr. Gelbke, expressed in a lecture recently delivered before a body of German physicians. Chairs may have been known to the ancients, but they were used only on extraordinary occasions. Persons of culture, as well as the barbarians, took their meals and their rest reclining. In discussing the subject, Dr. Krueger of Munich says that to this day the primitive peoples prefer the reclining to the sitting posture, and the fact that they lie not upon the back but upon the stomach, accounts for the better and more supple figures of these people.

ACCIDENT AVERTED BY PHOTOGRAPH.

Queen Alexandra is an enthusiastic amateur photographer. It is said that her hobby was once the instrument by which a railway accident was prevented. According to the "Penny Magazine" Her Majesty had taken a photograph of a train passing over a railway bridge, and, after developing it, observed a peculiar curve in the plate that caused the curve, she took another photograph of the bridge, with the same result. Her Majesty then showed the pictures to the King, when the bridge was examined by his command and found to be in a dangerous state.

A BOND OR AN AGREEMENT?

A case of some importance to the mercantile community came before Mr. Justice Braddell sitting in the Supreme Court of the Straits Settlements recently, on appeal from the assessment of the Commissioner of Stamps. The question was whether an agreement of guarantee was to be stamped, as a bond or merely as an agreement. It was written, "The Commissioner of Stamps assessed the stamp at \$200 and Messrs. Guthrie & Co., Limited, being dissatisfied with such assessment, appealed to the Court.

Mr. J. F. Wreford appeared for Messrs. Guthrie & Co., Limited, and Mr. P. J. Sprone, Acting Solicitor-General, for the Commissioner of Stamps.

His Lordship held that, according to the definition in the Stamp Ordinance, a bond for the purposes of stamp is a bond, i.e., an instrument under seal, but included any instrument in writing for the payment of money with a condition that the obligation shall be void if a specified act or condition is performed or observed or is not performed or observed. In the document in question there was no such condition; it had evidently been carefully drawn to make the liability thereunder a continuing one; it was merely an agreement in writing to satisfy the statute of Frauds and, as such, was liable to a stamp of twenty-five cents. His Lordship directed the Commissioner of Stamps to refund \$199.75 and to pay the costs of the appeal.

THE BRITISH DELEGATES TO THE OPIUM CONFERENCE.

The first name in the list of the delegates chosen by Sir Edward Grey to represent Great Britain in the International Opium Commission is that of Sir Cecil Clementi Smith. Both his Christian names, the *Globe* remarks, are presumably due to the fact that his father married Cecilia Clementi, a daughter of Maria Clementi, the famous composer. He is an old Pauline, a member of the Tariff Commission, and was made a Privy Councillor two years ago.

His association with the East has been a long one, and his knowledge of Eastern peoples extensive. In the early sixties he was one of the first student interpreters to be sent to Hongkong. Rapid promotion led to various important appointments, such as Governor of the Straits Settlements, and Lieutenant-Governor of Ceylon. Sir Cecil has twice received the thanks of the Government for his arduous management of minor international disputes.

One member of Parliament, Mr. Laidlaw, has been put upon the Commission presumably because he made his fortune in the Oriental trade. He is a member of a firm which has important branches in nearly all the great ports of the East, and is besides the owner of extensive tea plantations near Darjeeling. He is an admirable man of business, and a great supporter of foreign missions.

CANTON.

[FROM OUR CORRESPONDENT.]

December, 8th.

S.S. "FAITHFUL" AFFAIR. The following is a literal translation of an article which appeared in the 72 Guild Press to-day:—

"Re: the case in which a certain passenger was kicked to death by a foreigner."

"Public anger has been aroused throughout the whole Province of Kwangtung. Yesterday a relation of the deceased named Ho Yu Cham called personally at the Self-Government Association and presented a written statement of complaint which is as follows:—

"This statement of complaint is presented by Ho Yu Cham concerning the shocking way in which the deceased was kicked to death. The British Consul protected the prisoner and shut out the means of redress for the grievance."

"Your humble petitioner is a brother of the deceased, Yu Tin, who was wickedly kicked to death by a foreigner on board the steamer *Faithful*. This complaint has already been laid before your honourable association to obtain redress."

"I have heard that the British Consul intentionally shifted the responsibility on to others, I fear that there will be no redress, and that I will have to swallow the grievance. I believe that I am not influential enough to obtain redress for the death of my brother. I beg the Association, which is animated by a patriotic spirit and concern for the public good, to have pity on your brethren and take the matter up. I understand that the Association has already consulted with Na Shi, my sister-in-law, and is thoroughly acquainted with the facts of the case. I trust that the Association will do its utmost with the assistance of the patriotic witnesses, Yeung, Fung Tang and Cheong, to stand firm. My sister-in-law and my nephew will all abide by the decision of the Association, whatever it may be. I thank you heartily for taking up the matter."

"This petition is presented to the honourable members of the Self-Government Association by Ho Yu Cham, brother of Ho Yu Tin, the deceased."

OFFICIAL CALL.

Com. Z. Volpicelli, Italian Consul-General for Kwangtung, Kwangsi and Fokien Provinces, has arrived from Hongkong, and is calling upon the Viceroy to offer condolences upon the death of the Emperor and Empress Dowager and also to offer congratulation upon the accession of the new Emperor.

FIRE.

A fire broke out in the Kwongchow Prefect's Yamen yesterday. It started at 3 p.m. and hundreds of pumps responded to the gong call. Many civil and military officers turned out and rendered assistance. The fire originated in the Prefect's family quarters and was put out at about 5 p.m. The hose of the water works department did good service. The estimated loss is about \$5,000.

A WHOLE VILLAGE DESTROYED BY FIRE.

Sometimes I reported that a band of robbers, armed with Mauser rifles, made a raid on a number of family houses and shops in Ho-Nam. A few days ago a military officer in charge of a guard house reported to the Poo-chi Yu Magistrate that he had discovered that several of the robbers' who took part in the recent Ho-Nam armed robbery are people belonging to the Kong Tan Village near the American Medical College in Ho-Nam. Upon receipt of this information the magistrate went to the village with the military officer and a dozen soldiers with the intention of capturing them, but to his surprise on their arrival at the village the villagers offered resistance and fought the soldiers, driving them all out of the village and seriously wounding several of the soldiers. The Magistrate and his men had to beat a retreat. The matter was reported to the Viceroy who gave orders to the Kwong-Chow General on the following day to proceed to the village with a body of soldiers, to arrest all the villagers and burn the whole village. The villagers got wind of the Viceroy's anger and most of them deserted the village before the General and his men arrived. However, the village was entirely burnt down and a few of the villagers were arrested.

CLOSURE OF VLADIVOSTOCK.

Mr. Nomura, the Japanese Consul at Vladivostok, reports that the Bill relating to the discontinuance of the free port system at Vladivostok and ports along the Amur river was submitted to the Financial Committee early in the current session of the Duma. The fate of the Bill is somewhat dubious, but there can be no doubt as to its passage through the Duma, as the influence of the Ministers of State and Octobrists, who command a majority in the Duma, is too strong for the Opposition, even if the latter are backed by the General Staff, chief military attaché to the Tsar. Opinion differs as to the probable date of the closure of the free ports, some naming January 1st (Russian calendar) next year, while others put it at about April next. The German traders resident in Russia recently forwarded a petition to the Russian Government soliciting that the law relating to the closure should be made public at least two or three months prior to enforcement. The enforcement of the law will no doubt have a serious effect on trade. As a matter of fact there was a big importation of the free ports, and if there is a sufficient period between the promulgation of the law and the day of its enforcement, the traders will import as large a quantity of foreign made dutiable goods as possible. On the other hand the Russian manufacturers desire to have the period limited to a minimum. On this question much will be said in the Duma as well as in the Council Chambers. Although a belief obtains that the Bill will sooner or later be passed by the Duma yet the public is in the dark as to the probable date of closure of the ports. An impression however obtains amongst the principal merchants in Vladivostok that the law will come into force after March or April next year. If this Bill passes the Duma in the current session. The closure of the ports will prove a hindrance to Japanese merchants doing business on a small capital.—*Japan Herald*.

SPORTING NOTES.

Last Saturday's league cricket matches were not followed with very much interest because neither of the three leading teams were competing and the rest are at present so far out of the running that the results do not affect the competition to any appreciable extent.

Kowloon played the Royal Engineers on the Kowloon ground, disposed of them for 111 and succeeded in compiling 113 for the loss of seven wickets, thus winning fairly easy against a team which had beaten the Hongkong "A" team. Walter Dixon appears to have found his old form and is bowling better this season than he has done for some time. Martin's bowling on the other hand, appears to have lost a lot of its sting. Power, playing for the R.E., put up a nice 45. He is a very useful man and would no doubt on present form be included in a representative Hongkong eleven.

The other match between the R.G.A. and Craigengower resulted in a draw. The only scores of any note being Lummer's 48 for Craigengower and Owen's 34 for R.G.A. Lummer's score was very creditable when one considers what havoc the R.G.A. trundlers made with the first half of the "B" team on the same ground three weeks ago. The position of the teams remains unchanged.

The league matches for next Saturday are Civil Service v. Telegraphs and R.G.A. v. Police. The Civil Service are very strong in bowlers this year, and should beat the Telegraphs, but it is its glorious uncertainty that makes cricket so fascinating a game. It is probable that the scoring will not be big on either side. Reid, one of the Civil Service trundlers, gave a good account of himself against Canton on Saturday, securing four wickets for 15 runs in the first innings and three for nil in the second. On the previous Saturday he got four wickets in the last over, capturing the bat with his last three balls, playing against Craigengower.

The R.E.'s should beat the Police team unless their crack bat, Edwards, makes a stand. He is in good form this season and has put up some good scores already.

Shanghai is to have its Marathon Race. At least, such is said to be the intention of the recently formed Athletic Association, but as yet no public announcement has been made. Such an event, remarks the *Shanghai Times*, would undoubtedly be welcomed in the Settlement but plenty of time for training would have to be allowed, as a twenty-six mile run requires considerably more preparation than an eighteen mile walk. Shanghai has ideal roads for such an event, with the last mile round the race course, and it is hoped that the suggestion will not be allowed to fall through without a determined effort being made to hold the event. A committee has the matter in hand.

Thirty-seven matches have been arranged for the tour of the Australian cricketers next year. They include two each against Yorkshire, Surrey, Gloucester, and Essex, and Yorkshire and Lancashire combined and one each against the rest of the first-class counties and Scotland, Cambridge, Oxford, and the West of England. The tour will commence on May 6th.

MASONIC.

The installation of officers of the United Service Lodge 1341 E.C. for the ensuing year took place on Tuesday evening. The ceremony was conducted by Wor. Bro. T. F. Hough, D.D.G.M., assisted by the District Grand Lodge officers, and the following were duly invested by Wor. Bro. J. N. Jones—W.M., Wor. Bro. J. N. Jones; I. P. M., Wor. Bro. E. C. L. Lewis; S.W., Wor. Bro. Wolfe; J.W., Bro. O. F. Frost; Treasurer, Wor. Bro. H. G. Baker; Secretary, Wor. Bro. W. H. Woolley; S.D., Bro. A. J. Knight; J.D., Bro. C. A. Atkins; Chaplain, Bro. T. W. Martin; Organist, Br. J. C. Pondlebury; D. of C., Bro. W. E. Sutton; Asst. D. of C., Bro. J. W. Adams; I.G., Bro. G. S. Hill; Steward, Bro. W. J. Lewington; Asst. Steward, Bro. T. G. Gough; Tyler, Bro. J. Vanstone.

The usual banquet followed, at which about 120 members sat down, under the chairmanship of Wor. Bro. Jones.

LOCAL SPORT.

Another league football match has been arranged for Saturday—Boys' Own Club v. R. G. A. at Causeway Bay, kick off at 4 p.m.

SUBSCRIPTION GRIFFINS.

The drawings for the second batch of griffins took place yesterday with the following result:

No. 48 Grey—Lieut. Green.
No. 49 Grey—Mr. Jensen.
No. 50 Dark Grey—Lieut. Crookenden.
No. 51 Grey—Lieut. Anderson.
No. 52 Dark Grey—Mr. P. Christiani.
No. 53 Chestnut—Capt. Barker.
No. 54 Grey—Mr. G. Friesland.
No. 55 Bay—Mr. H. Humphreys.
No. 56 Bay—Lieut. Webb.
No. 57 Iron Grey—Mr. J. A. Jupp.
No. 58 Grey—Lieut. Hill.
No. 59 Iron Grey—Mr. H. N. Mody.
No. 60 Grey—Mr. F. B. Descon.
No. 61 Grey—Mr. R. E. Toeg.
No. 62 Grey—Mr. H. H. Lewis.
No. 63 Bay—Admiral Lambton.
No. 64 Grey—Lieut. Chichester.
No. 65 Bay—Lieut. Scarlett.
No. 66 Grey—Hon. Mr. W. J. Gresson.
No. 67 Bay—Lieut. Henriques.
No. 68 Grey—Lieut. Davidson.
No. 69 Iron Grey—Mr. H. N. Mody.
No. 70 Dark Grey—Mr. F. B. Descon.
No. 71 White—Lieut. Innes.
No. 72 Grey—Dr. G. P. Jordan.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Cables: A.B.C. 5th Ed. Light's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE."
Captain McDougall, will be despatched for the above Ports on WEDNESDAY, the 16th December, 1908.

For Freight apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 10th December, 1908. [1557]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA."
Captain Bartolo, will leave for the above places on THURSDAY, the 17th inst. P.M.
This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Princes Building.
Hongkong, 10th December, 1908. [3]

BAZAAR

IN AID OF THE
Poor Chinese Orphans of the
ASILE DE LA SAINTE ENFANCE.

UNDER the Distinguished Patronage of
His Excellency the Governor
LUGARD, C.M.G., C.B., D.S.O.
The French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, on MONDAY, the 14th inst., at 2 o'clock in the afternoon.
An inspection of the different Needle and Fancy Work made by their Poor Orphans requested.

ASILE DE LA SAINTE ENFANCE.
Hongkong, 2nd December, 1908. [1633]

WANTED.

FOR February 1909, CLERK, aged not under 30, as ASSISTANT MANAGER of Outport RICE MILL. German preferred. First rate references required.
Address offers to—
Z 101,
Care of "Daily Press" Office.
Hongkong, 8th December, 1908. [1648]

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. May be seen by appointment.
CHINA EXPRESS CO.,
3, DUNDRELL STREET.
Hongkong, 28th November, 1908. [1050]

XMAS SEASON.

WE are now showing, the LATEST GOODS for the

FEASTIVE SEASON.
EVENING SILK GLOVES, MITTS, SHAWLS, WOOLLEN & SILK SCARVES, FEATHER BOAS, LACE STOCKINGS, (ASSORTED COLOURS), FANCY COLOURED SPANGLED TRIMMINGS.
Call and inspect before buying elsewhere.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 8th December, 1908. [651]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [680]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1448]

XMAS GIFTS

CAMERAS

OF LATEST AND UP-TO-DATE STYLE.

Inspection cordially invited.

A TACK & CO.,
26, DES VOUX ROAD, CENTRAL.

Hongkong, 17th November, 1908. [81]

ENTERTAINMENT

THEATRE ROYAL
CITY HALL.
MAURICE E. BANDMANN PRESENTS
THE BANDMANN
COMEDY CO.
Including: MISS FLORENCE HAMER.
GRAND OPENING NIGHT:
TO-NIGHT (THURSDAY), Dec. 10th.
"LADY FREDERICK."
Which has Broken all Records at Five London Theatres.

FRIDAY, Dec. 11th.
THE LADY OF OSTEND.

SATURDAY, Dec. 12th.
THE SILVER KING.

MONDAY, Dec. 14th.
THE NIGHT OF THE PARTY.

TUESDAY, Dec. 15th.
THE FLAG LIEUTENANT.

WEDNESDAY, Dec. 16th.
MRS. DOT.

THURSDAY, Dec. 17th.
A ROYAL DIVORCE.

FRIDAY, Dec. 18th.
MRS. WIGGS OF THE CABBAGE PATCH.

SATURDAY, Dec. 19th.
ZAZA.

MONDAY, Dec. 21st.
THE SCARLET PIMPERNEL.

TUESDAY, Dec. 22nd.
JACK STRAW.

WEDNESDAY, Dec. 23rd.
DIANA OF DOBSON'S.

THURSDAY, Dec. 24th.
THE GAY LORD QUIN.

Plan of Seats Now Ready at MOUTRIE & Co.
PRICES 8s, 2s & 1s.
Doors Open 8.30 P.M. Commence 9 P.M.
Hongkong, 10th December, 1908. [1654]

INSURANCES

NATIONAL GENERAL INSURANCE COMPANY, LTD. OF LONDON.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & Co.
Hongkong, 14th November, 1908. [1556]

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. [28]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL PAID UP 31st DECEMBER, 1907 £18,114,624.

Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0
II. Fire Funds 3,068,374 15 7

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN TOMES & Co.
Agents.
Hongkong, 21st July, 1908. [1019]

NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CRUZ, BASO & Co.
Hongkong, 11th November, 1908. [1548]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & Co.
Agents.
Hongkong, 5th September, 1908. [114]

DAVID COESAR & SON'S MERCHANT NAVY.

NAVY BOILED LONG FLAX.

RELIANCE CROWN TARPULING.

ARNHOLD, KARBURG & Co. Sole Agents.

994

DAVID COESAR & SON'S MERCHANT NAVY.

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NAVY BOILED LONG FLAX.

RELIANCE CROWN TARPULING.

ARNHOLD, KARBURG & Co. Sole Agents.

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AUCTIONS

PRELIMINARY NOTICE
PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCESSIONED,

ON WEDNESDAY, THURSDAY & FRIDAY, the 16th, 17th and 18th December, 1908, commencing each day at 2.30 P.M., at their SALES ROOMS, No. 8, DES VOUX ROAD, (corner of Ice House Street),

A MAGNIFICENT COLLECTION OF JAPANESE SILK EMBROIDERIES, BROCADES AND ANTIQUE AND MODERN JAPANESE CURIOS.

(Particulars will be published later.) Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th December, 1908. [1649]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, ON MONDAY AND TUESDAY, the 21st and 22nd December, 1908, at 10 A.M., at H.M. NAVAL ESTABLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES.

Comprising—

OLD AND SURPLUS NAVAL STORES: IRON BLOCKS, HOSES, LAMPS, AND LANTERNS, TOOLS, OLD IRON AND METAL, ELECTRIC CABLES, OLD BOILER, STEAM HAMMER, COAL SACKS, CANNAS RAGS, OLD INDIA RUBBER, OLD LEATHERS, CARPETS, MATTINGS, OLD BOATS, FURNITURE, &c., &c., &c.

OLD AND SURPLUS VICTUALLING STORES: PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, OFFICERS' MESS TRAPS, (A Quantity of ELECTRO-PLATED ARTICLES), IMPLEMENTS, SEAMEN'S MESS UTENSILS, OAK STAVES, &c., &c.

Catalogues will be issued.

TERMS OF SALE—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 8th December, 1908. [1650]

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG: ORIGINAL JURISDICTION.

Action No. 21 of 1908.

PARTICULARS AND CONDITIONS OF SALE OF THE

Undersigned Share and Interest in LEASEHOLD-LEASED PROPERTY To be Sold IN THE LOT

IN THE LOT

ON TUESDAY, the 22nd day of December, 1908, at 3 P.M., by Mr. GEO. P. LAMBERT, at his Sales Room, DUNDRELL STREET.

UNDER the direction of ARATHOON BETH, Esquire, J.S.O., the Registrar of the Supreme Court of Hongkong, pursuant to an Order of the said Court made in the above Action on the 17th day of November, 1908.

THE FOLLOWING ARE THE PARTICULARS:—

The one equal undivided SIXTH SHARE and interest of Xu Hong otherwise "YU LOK NG" of and in all the Piece or Parcel of Land registered in the Land Office as Section "D" of Marine Lot No. 81, which has been carved for the master of Mortgages into Two Sections namely the Section 1 of Section "D" of Marine Lot No. 81, together with the Messuage or Tenements thereon known as Nos. 324, 325 and 326, Des Voux Road, West, and No. 2 Sung Hing Lane, and the Remaining Portion of Section "D" of Marine Lot No. 81, together with the Messuage and Tenements thereon known as Nos. 4, 6, 8, 10, 12, 14 and 16, Sung Hing Lane.

The said premises are held for the residue of the term of 999 years from the 12th day of December, 1848, granted by a Crown Lease dated the 13th day of July, 1857, subject to the payment of 1s. 6d. per acre, in the said Crown Lease reserved and contained. As to the Remaining Portion of Section "D" of Marine Lot No. 81, the said premises are held subject to an Indenture of Mortgage registered in the Land Office by Memorial No. 41133 and to the principal sum of \$22,000, and interest thereon.

For further particulars and conditions of Sale apply to

Messrs. D'ALMADA & SMITH, Solicitors for the Vendor.

Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 8th December, 1908. [1651]

TO LET

TO LET.

NO. 14, SEYMOUR TERRACE. Possession from 1st January, 1909.

Apply to THE COMPTON DEPARTMENT, Messrs. GIBB, LIVINGSTON & Co., 81, George Street, Hongkong, 2nd December, 1908. [1654]

TO LET

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1908. [823]

TO LET

TO LET.

A BERTHOLWYN, PRAX ROAD, from 1st March next. Excellently furnished. Hot and Cold Water laid on. Tennis Court and Swimming Bath.

Apply to HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 6th October, 1908. [1572]

TO LET

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Office or Chambers.

Apply to HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 11th November, 1908. [1550]

TO LET

TO LET.

From 1st May.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 18th January, 1908. [221]

TO LET

TO LET.

2. BEACONSFIELD ARCADE, facing the Parade Ground.

A 5-ROOMED HOUSE furnished or unfurnished at the Peak.

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OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in Duddell Street.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 27th November, 1908. [89]

TO LET

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FROM 1st MARCH, 1909, a FURNISHED HOUSE at No. 1, Gough Hill, the Peak.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1908. [1601]

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ONE OFFICE ROOM, Third Floor, New Praya 2, Opposite Murray Pier.

Apply to SCHULDT & CO. Hongkong, 28th July, 1908. [1013]

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"TUNG-SHUI," 121, PLANTATION ROAD THE PEAK. This House which is admirably situated and within easy distance of the tram, is fully furnished, and contains Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden (planted with English seeds) Flower Garden and Lawn.

For further particulars apply to—

JOHNSON, STOKES & MASTER, Solicitors, 8, Des Voux Road Central, Hongkong, 6th November, 1908. [1536]

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. [91]

TO LET

TO LET.

COAL YARD. Immediate Possession. A PORTION OF THE COMPOUND of Marine Lot, No. 42, Yau-mai, Praya East.

Apply to N. MOK & CO., Hongkong, 25th July, 1908. [1342]

TO LET

TO LET.

GODOWN, No. 97, PRAYA EAST.

Apply to CHATER & MOK, Victoria Buildings, Hongkong, 19th October, 1908. [1452]

TO LET

TO LET.

"CRAGSIDE" BARKER ROAD PEAK. Furnished, from 17th March next.

Apply to A. H. SKELTON, Lane, Crawford & Co., Hongkong, 23rd November, 1908. [1597]

TO LET

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OFFICES AND ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central (formerly occupied by Messrs. SHAWAN TOMES & Co.) at present vacant.

Apply to THE COMPTON DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central, Hongkong, 10th June, 1908. [947]

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STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 25 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 at N. YAU TAI. Approximate AREA: 43,000 SQUARE FEET. 999 YEARS LEASE. For Particulars, apply to—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [84]

TO LET

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIFON TERRACE, A 10, DES VOUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voux Road, west to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1908. [186]

TO LET

TO LET.

NO. 52, CAINE ROAD.

Apply to SAM WANG CO., LTD. 81, Queen's Road Central, Hongkong, 30th

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW"
Having arrived. Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th Dec., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Dec., at 9.30 A.M.

All claims must reach us before the 14th Dec., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.
Ex S.S. "DANFLO" from Valparaiso.
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 3rd December, 1908. [5]

EAST ASIATIC COMPANY, LIMITED.
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM"
Having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th Dec., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Dec., at 9.30 A.M.

All claims must reach us before the 18th Dec., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,
Agents.
Hongkong, 7th December, 1908. [6]

S.S. "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex "s.s. 'Dorloga' and 'Medool' from Bordeaux ex 's.s. 'Ville de Constantin' and 'Ville de Dunkerque' in connection with above Steamer are hereby informed that their goods with exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY the 14th Dec., at NOON, will be subject to rest and landing charges.

All claims must be sent in to us on or before the 14th Dec., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th Dec., at 3 P.M.

No Fire Insurance has been effected.

H. J. LIN,
Agent.
Hongkong, 7th December, 1908. [2]

FROM EUROPE.

THE H.A.L. Steamship

"ISTRIA"
Captain Lining, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rest.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 7th December, 1908. 1646

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

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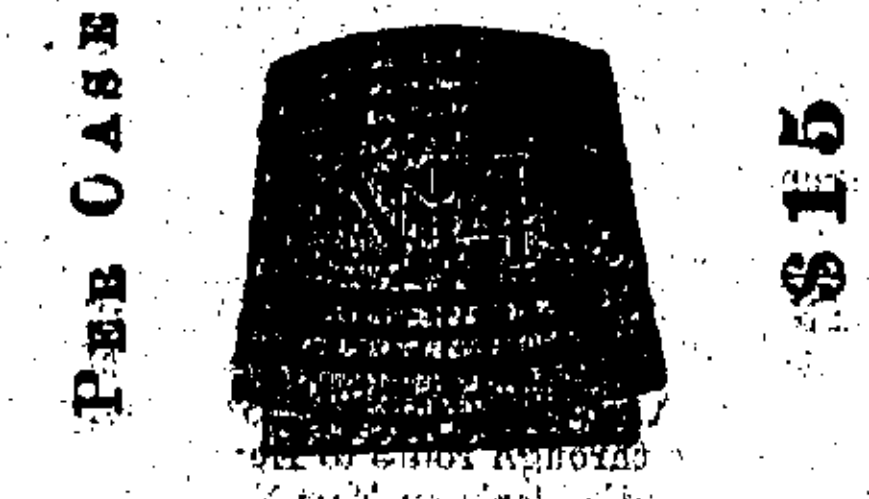
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A. S. WATSON & CO. LTD.

THE NINTH DREADNOUGHT.

PREMIER AND THE NAVY.

The Naval Correspondent of the London Daily Telegraph on the 6th ult. wrote as follows:—

"I christen this ship, Collingwood, and may good-fortune attend all who sail in her." With such words Mrs. Asquith, the wife of the Prime Minister, will to-morrow afternoon name the latest British battleship of the British fleet—the Dreadnought's youngest, but no less mighty, sister. Only as recently, as Feb. 3 last, the first keel-plates of this vessel were laid, and now, after an interval of just over nine months, she will take the water. The launching ceremony has, however, little relation to the readiness of a man-of-war for active service, for she may at the moment be merely a skeleton hull, or she may be well advanced towards completion. The Collingwood belongs to the latter category. She could have been christened and sent adrift several weeks ago, but it has been convenient to the workman and economical to keep her on the slip. In consequence of this delay she will be the heaviest dead-weight which has ever been launched at Devonport, displacing about 8,000 tons of water.

The occasion is one of peculiar interest, because, not certainly for many years, if ever, has the wife of a Prime Minister taken the foremost part in such a ceremony. To-morrow not only will Mrs. Asquith break the bottle of Australian wine on the Collingwood's steel bow, but she will be accompanied on the platform by her husband, the First Lord of the Treasury. Hitherto, the Chief Minister of the State has almost invariably been present at such functions only in spirit—a grinning spirit. Engrossed in the task of finding the necessary money for the Fleet from year to year, these occasions give rise usually to sad reflections, rather than to patriotic satisfaction on the part of a Premier. Such a vessel as the Collingwood represents to him, not so much a further link in the chain of Imperial defence, as a heavy drain on the national exchequer. As the huge grey-painted mass travels down the well-greased ways into the Hamoaze tomorrow, with a final mighty plunge, amid enthusiastic cheers from thousands of spectators, Mr. Asquith will see in this mind's eye nearly two millions sterling being withdrawn from the Treasury. This ship will cost as much as this by the time she is ready for the sea, stored, victualled, and for one year's service—twenty times as much as Nelson's flagship at Trafalgar. But, even in face of such a draught on the national resources, Mr. Asquith will be in a position to say, "I told you so" to those who even to-day, in spite of all the circumstances of the hour, urge smaller appropriations for the Navy. When he was already within sight of high office at the Treasury he stated in the House of Commons:—

There are two branches of national expenditure to the diminution of which I see no prospect, and for the diminution of which I have no desire. One is the money we spend on national education, and the other is the money we spend upon the Fleet.

Six years have passed since Mr. Asquith, in Opposition, made this confession of faith to the House of Commons, and now, in a position of the highest honour and greatest responsibility, he will watch a battleship, representing £2,000,000 sterling, sent adrift. The naval expenditure when he spoke, and to-day, compares thus:—

	1902.	1908.
Total naval outlay	£83,904,099	£31,952,393
Vote for new construction	£8,534,917	£7,545,202

It is already known that the Navy Estimates next March show a considerable increase above the present level, if our position as the greatest sea-Power is to be adequately maintained.

What shall be said of the Collingwood? She is, of course, the latest word in battleship design. Her displacement, it is generally supposed, will be 10,000 tons, but there is reason to think that this figure will actually be exceeded, as in the case of the Dreadnought, which is still given in the "Navy List" as of 17,900 tons though at sea draught she is said to exceed 20,000 tons. However that may be, the Collingwood is a greater Dreadnought, the ninth in direct line of "all big-gun ships" to take the water since his Majesty himself christened the name-ship of the class at Portsmouth on Feb. 10, 1906. Two sister battleships are in hand—the St. Vincent, which was launched at Portsmouth on Sept. 10 last, and the Vanguard, which will shortly be sent adrift at Barrow-in-Furness, where she was begun in April. The general characteristics of the Collingwood may be thus summarised in contrast with those of the Dreadnought:—

	Collingwood.	Dreadnought.
Length	500ft.	490ft.
Beam	84ft.	82ft.
Draught	27ft.	26ft.
I.H. power	24,500	25,000
Speed	21 knots	21.85 knots.
Armour—		
Belt	11in.	11in.
Deck	—	2 1/2 in.
Bulkhead	—	11in.
Gun protection	—	8-11in.
Armament—		
Main guns	10 12in.	10 12in.
Anti-torpedo guns	14 4in.	27 12-in.
Torpedo tubes	5	—

The main armament of the Collingwood is apparently similar to that of the Dreadnought, but this is not so. The Dreadnought carries 45-calibre guns, whereas that to be mounted in the Collingwood is of 50-calibre, details of which are still regarded as confidential. It is the most powerful weapon ever carried by any man-of-war. For defence against torpedo craft, the Collingwood is also better equipped. The new 4in. gun which she will mount is a much more efficient weapon than the 12-pounder gun of the Dreadnought, and is even superior in some respects to the 4.7in. gun which did such good work in South Africa. It has a particularly high muzzle energy and velocity, and it is claimed that it can maintain an effective fire of ten rounds a minute. The new 4in. gun compares thus with the old weapon of the same calibre, and the contrast forms an interesting illustration of the progress which has been made in naval artillery in the past ten years:—

	New gun.	Old type.
Length	4-inch.	4-inch.
Weight	50 calibres	40 calibres
Charge	13lb. cordite	9lb.
Projectile	25lb.	25lb.
Muzzle velocity	2,800ft. per sec.	2,300ft.
Muzzle energy	1,200ft.-tons	91ft.-tons
Penetration of steel at 3,000 yards	4 1/2 in.	3 1/2 in.

In general design, though there are these and other variations in detail, the Collingwood is of the same type as the Dreadnought, with the same name of "big-gun ships," the same radius of action, the same speed. She is a monstrous creation of concentrated power,

power, and, like the Dreadnought, she consists of five armoured fortresses, each with two 12in. guns, and round these, for nautical reasons, has been built a hull, which accommodates the crew and holds the eighteen watertube boilers to supply steam to the turbines, which, in turn, will rotate the four screws.

The Collingwood will be ready to hoist the pennant in about fifteen months, and by the summer of 1910 the British Navy will possess on active service ten all-big-gun ships, the Dreadnought, Indomitable, Inflexible, Invincible, all now completed; the Bellerophon and Temeraire, nearly ready for service; the Superb, St. Vincent, Collingwood, and Vanguard, or with the Lord Nelson and Agamemnon, each with four 12in. and ten 9.2in. guns, twelve ships. Of the forty-five battleships or battleship-cruisers of the new types which are, or are being, built for the world's navies, nineteen will have been launched by to-morrow. Eleven of these are under the British flag, two belong to Japan, two to the United States, three to Germany, and one to Brazil.

THE STRENGTHENING OF LLOYD'S

The committee of Lloyd's have lately been called upon to solve a problem of great interest to business people, and they are to be congratulated on having arrived at a satisfactory solution. The business of insurance is conducted on the upper floor of the Royal Exchange, by a large number of private underwriters who act for a far larger number of "names" and the question which has pressed for an answer has been how to provide that every genuine claim arising out of a Lloyd's policy shall be met automatically when it is presented. We say "automatically" because we do not suppose that the public has really suffered in the past, be the failure of private underwriters; there have certainly been failures, but other underwriting members have rallied to the assistance, or the brokers who placed the risks have paid the loss out of their own pockets rather than let their clients be the poorer. The security provided for the public in the past may have been even greater than that offered by a first-class insurance office, but it has been less tangible, for, in the case of a company, the balance-sheet shows the sum set aside for unearned premiums, the reserves, and capital, including usually a very large amount; unearned. Lloyd's policies like those of the companies, find their way into every part of the world, and cover a multitude of business operations, and if there be only a suspicion of shock in London, a tremor will be felt in the ramifications in the Colonies and foreign countries. That is why we stated the case plainly in the summer and why we said then that the committee would probably find it necessary to reassure the public by instituting an audit of accounts, and by providing that in all cases funds intended to meet claims should be set apart for that purpose only.

DETAILS OF THE SCHEME.

At a representative meeting the proposals of the committee received the unanimous approval of the general body of underwriting members, and the scheme, which is twofold, will take effect from the end of this year. As matters stand at present every underwriting member of marine risks has deposited with the committee a minimum sum of £5,000 in securities as a fund, which, in the event of failure, would be drawn upon to liquidate liabilities. From the end of this year practically every underwriter will voluntarily submit his accounts to an independent audit, and in those cases where his liabilities are secured by his deposit (arrived at by taking the average amount of claims outstanding at the end of the previous three years) there is nothing more to be said. In the large number of cases, however, where the deposit does not bear a proper proportion to liabilities, an auditor's certificate must be produced to the committee by an accountant approved by the committee, that a sufficient sum is set aside to meet those claims. Further, the accountant will be required to state that this sum is held by trustees for that purpose only, so that whatever the underwriter's misfortunes may be outside the Room this sum is hypothecated for the security of his policyholders. The acceptance of this plan by every member is voluntary, but as the names of all those who comply with its requirements will be marked on a board, members who do not see their way to agree to the audit will, no doubt, soon find themselves left out in the cold. The scheme comes into operation after a period of "test" years, so the test will be more exacting than if it were first made after years when profits had been particularly good. In all other classes of insurance transacted at Lloyd's, including fire-risk but excluding Workmen's Compensation (provided for separately by a recent Act of Parliament), the official deposit does not apply, but as there is a system of re-arrangement, the guarantee must be equivalent to the underwriter's premium income for the previous year, each guarantor is limited to a sum of £250 for any one individual, has himself to be guaranteed, and members of the same group are not permitted to guarantee each other. When in front of this is placed a sum held in trust and certified by auditors to be sufficient to provide for liabilities, the reserves held assume very handsome proportions. The new requirements are strict, and it is even possible that before they come into effect they may be made even stricter; one thing is certain, namely, that Lloyd's underwriters are determined that isolated cases of weakness shall not again bring into question the fair name of the "Room."—The Times Commercial Supplement.

REMARKABLE FIGURES.
A White Paper issued last month gives statistics relating to immigration and emigration from and into the United Kingdom for 1907. The total number of inward and outward passengers of all classes and nationalities, and excess of outward over inward passengers to and from non-European countries were as follows:—
1907.—Outward: 634,949; inward: 593,633 balance outward: 41,316. These figures were the highest recorded for any year: 110,041, and outgoing passengers were cabin passengers, and 524,901 steerage.

Assuming the numbers of passengers travelling for business or pleasure was about equal in both directions, then the net number of outgoing passengers roughly represents the number of actual emigrants, whether of foreign or British nationality. Of this number 235,092 were British, and 109,857 were foreigners.
With regard to the countries patronised by the emigrants: 122,554 went to British North America, 7,613 to Australia, 6,272 to New Zealand, 2,341 to India, and 124,754 to the United States.

With regard to passengers to and from European countries, the number entering the United Kingdom last year was 949,379, and the number leaving was 535,994.
The balance inward was therefore, 113,385. The movement in both directions was greater than in any previous year.

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"ASAHI" & "SAPPORO" BEER

ARE THE SHANS CHINAMEN?

A correspondent writes to be the *Rangoon Gazette*:—

Some think that there is a racial connection between the Shans and the Chinese. This view was held by the late Dr. Cushing. The argument in its favour was based on "latitude, looks, and language." It is generally conceded that the Shans came originally from the central parts of Southern China. Before the beginning of the Christian era they moved westward and founded the old Ailao or Nanchao kingdom. It is also true that some of the Shans have the cheek-bones and almond eyes of the Chinese and there are Chinese words in the Shan language.

I am convinced that all these things can be accounted for without assuming racial connection. Away from Chinese influence the Shans do not resemble the Chinese more than do other races, as Karens or Burmans, who are known to be Chinese, whatever they are. I know a Chinese-Shan who affects the Chinese tone, wears his hair, wears Chinese clothes, can speak and write Chinese, and for all that I know of the contrary a Chinaman may have scored his grandfather. In the same way there are Shans in Rangoon and other places who affect Burman ways, speak Burmese and wear longkris and many have Burmese blood in them, but this does not prove that the Shans as a race are related to Burmans. The Shan features apart from Chinese influence on the one side and Burmese influence on the other are quite distinct.

The argument from language is weaker still. Of above two thousand words examined I found less than one per cent. of Chinese; in Western Shan and less than three per cent. in Chinese-Shan and many of these were official and commercial terms manifestly borrowed. Attention has several times been called to the fact that some of the names of numbers from one to ten are the same in Shan and Chinese. This also is a case of borrowing. Some of the old Shan names are retained. A similar case of borrowing is now going on among Western Shans from the Burmese.

If the Shan and Chinese languages have a common origin they should show it in their grammatical structure, but it is right here the evidence against a common origin is strongest. In Chinese, for instance, both the adjective and the genitive precede their nouns, while in the Shan they invariably follow. The force of this fact will be evident to any student of comparative philology.

If the Shans and the Chinese were dug out of the same hole, say four or five thousand years ago, why is it that the latter brought with them letters and other instruments of civilization while the former remained in unlettered barbarism until comparatively recent times? And when they did go to school three thousand years later they did not learn letters from a Chinaman but from their southern neighbours. (These and other reasons which I need not stop to give here convince me that the Shans are only one of the tribes of China before the Chinese.)

Terrien De La Courperie not only declares that the Tai-Shan are one of the pre-Chinese races of China but seems to trace them, from even the extreme East and South-East parts of the Empire, the Ailao (or Ngai Lo) appear to be a branch of the widely spread Tai tribes which would seem to have been the most numerous, if not most important, of all of the pre-Chinese races of South China. Incidentally this authority states that "wu-tu" was an old Shan name for tiger and it is therefore evident that the reappearance of the same name in the Hsienwi Chronicle with the same meaning, but used of a Shan clan, is no accident. It is not improbable that Yunnan, under the name of Midag-Sa-long, was a Shan town before Chinese supremacy.

I met an educated Chinaman the other day who had figured out the relation of the Shans to the Chinese to a nicety. He said, in substance, that when the Chinese conquered Burma they kidnapped a lot of Burman girls and dropped their progeny along the line between the two countries and that from these hybrid babies the Shan race has descended. Both the act and the argument are characteristically Chinese but lack documentary evidence.

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Hongkong, 20th February, 1908. [401]

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Extreme Length 371 feet.
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Width of Entrance on Top 66
Width of Entrance on Bottom 53
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SHIPPING.

ARRIVALS.

U. DIMMERBORN, German str., 1,064, Kayser, 9th Dec.—Haiphong 6th Dec., Pigs and General—Jensen & Co.
 HAICHING, British str., 1,138, W. C. Passmore, 9th Dec.—Fochow, and Amoy 7th Dec., General—Douglas Lapraik & Co.
 JONAWANDA, British str., 2,183, Trigg, 8th Dec.—Haiphong 4th Dec., Ballast—Standard Oil Co.
 RUBI, British str., 1,619, E. W. Almond, 9th Dec.—Manila 5th Dec., General—Shewan, Thomas & Co.
 SEGOVIA, German str., 3,160, F. Sacks, 8th Dec.—Shanghai 5th Dec., General—Hamburg—Amerika Linie.
 SHAOHSING, British str., 8th Dec.—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 9th December.
 Amara, British str., for Hongkong.
 Chosun Maru, Jap. str., for Swatow.
 Hainan, British str., for Swatow.
 Segovia, German str., for Singapore.
 Shosha Maru, Jap. str., for Swatow.

DEPARTURES.

9th December.
 ANIARI MARU, Jap. str., for Moji.
 HINTA THUAN, French str., for Manila.
 HAKATA MARU, Jap. str., for London.
 KWONGSANG, British str., for Canton.
 LOYAL, German str., for Bangkok.
 LUCHOW, British str., for Canton.
 MONTAGLE, British str., for Vancouver.
 SIAM, Danish str., for Shanghai.
 TAMING, British str., for Manila.

SHIPPING REPORTS.

The British str. Rubi reports: Very heavy N.E. gale tremendous sea, overcast and thick heavy rain.
 The British str. Haiching reports: Moderate monsoon to Amoy, thence heavy N.E. gale with fine squalls of wind and rain tremendous sea, moderating toward approach colony.

VESSELS IN DOCK.

December 9th.
 ADMIRAL DOCK.—Usher, H.M.S. Whiting, Gilbert, H.M.S. Virago, Hsinong, Tsingtau, Hsinyu.
 COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM,"
 Captain St. John George, will be despatched as above TO-DAY, the 10th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
 GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th November, 1908. [193]
 For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
 Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 11th Dec. at Noon, instead of as previously advertised.

For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd. Agents.

Hongkong, 10th December, 1908. [1638]
 NAVIGAZIONE (GENERALE ITALIANA)
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAHAG, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"
 Captain Belito, will be despatched as above on SATURDAY, the 12th Dec., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.

Hongkong, 2nd December, 1908. [4]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (Direct),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZILS to PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"E. FRANZ FERDINAND,"
 Captain Nitsche, will be despatched as above on or about 24th December.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co., Agents.

Hongkong, 20th November, 1908. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	PALEMO	Brit. str.	—	J. E. Ferguson	P. & O. S. N. Co.	About 12th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	SOANDIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, &c, via PORT OF CALL.	DUMBERA	Fr. str.	—	Boyer	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
MARSEILLES & LONDON via BONNAY	MACRONIA	Brit. str.	—	C. D. Bennett, R.N.E.	P. & O. S. N. Co.	Beginning of January.
MARSEILLES, LONDON & ANTWERP, &c.	HIBANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 20th March.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	WARABA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 30th inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SADO MARU	Jap. str.	—	Geo. Andersen	NIPPON YUSEN KAISHA	On 23rd inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	GOEBEN	Ger. str.	—	B. Wilhelm	NIPPON YUSEN KAISHA	On 8th Jan., at D'light.
NAPLES, GENOA, ALGIERE, GIBRALTAR, &c.	FRANZ FERDINAND	Ger. str.	—	G. Bott	MELCHERS & Co.	On 18th inst., at Noon.
NAPLES, GENOA, ALGIERE, GIBRALTAR, &c.	E. F. FERDINAND	Am. str.	—	Nitsche	MELCHERS & Co.	On 10th March.
TRIESTE, &c, via SINGAPORE, &c.	LENKON	Brit. str.	—	McDougall	DOUGLAS & Co., Ltd.	About 24th inst.
NEW YORK	TUDOR PRINCE	Am. str.	—	—	ANDERSON, WILKES & Co.	On 18th inst.
BOSTON & NEW YORK	EMPEROR OF INDIA	Brit. str.	2 m.	—	DOUGLAS & Co., Ltd.	On 19th inst., at 7 A.M.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 2nd March, at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	KUMERO	Brit. str.	—	F. S. Cowley	DOUGLAS & Co., Ltd.	On 17th inst.
VICTORIA, B.C., & TACOMA via JAPAN	TOKA MARU	Jap. str.	—	St. John George	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	ALDENHAM	Brit. str.	1 m.	L. Dawson	GIBB, LIVINGSTON & Co.	On 18th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
AUSTRALIAN PORTS via MANILA	HIBANO MARU	Jap. str.	—	W. von Soden	NIPPON YUSEN KAISHA	On 31st inst., at 5 P.M.
AUSTRALIAN PORTS via MANILA	PRINCE WALDEMAR	Ger. str.	—	K. Kawa	NIPPON YUSEN KAISHA	On 5th Jan., at 4 P.M.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	SEIKYU MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 22nd Jan., at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 23rd inst., at D'light.
Kobe & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
NAGASAKI, Kobe & YOKOHAMA	KUMANO MARU	Jap. str.	—	H. Koops	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	ESANG	Brit. str.	—	Richard	JAVA-CHINA-JAPAN LINE	To-day, at Noon.
SHANGHAI	WAIKING	Brit. str.	—	P. Savage	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI via SWATOW	CHOSUN MARU	Jap. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 10th inst.
SHANGHAI via SWATOW, AMOY & FOCHOW	DELTA	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	KOWANG	Brit. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI & Kobe	TOKYO MARU	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	LOKANG	Brit. str.	—	Bartole	HAMBURG-AMERICA LINE	On 17th inst.
SHANGHAI	BARCELONA	Ger. str.	k.w.	G. Meiners	MELCHERS & Co.	On 17th inst., P.M.
SHANGHAI	PERFUMER	Ger. str.	—	G. M. Montford, R.N.E.	P. & O. S. N. Co.	About 20th inst.
SHANGHAI, TSINGTAU, NAGASAKI, Kobe & YOKOHAMA	SUNDA	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 21st inst., P.M.
SHANGHAI, MOJI, Kobe & YOKOHAMA	TOKIN	Fr. str.	—	Bloch	MELCHERS & Co.	Middle of January.
SHANGHAI, Kobe & YOKOHAMA	YEDDO	Dan. str.	k.w.	Pand	HAMBURG-AMERICA LINE	On 3rd Jan.
SHANGHAI, Kobe & YOKOHAMA	ANTALUSIA	Ger. str.	—	Ijohi	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TUPANAS	Dut. str.	—	Y. Katuraki	OSAKA SHOSHEN KAISHA	To-day, at 8 A.M.
SHANGHAI	SHOSU MARU	Jap. str.	—	J. W. Evans	OSAKA SHOSHEN KAISHA	On 15th inst., at 8 A.M.
SHANGHAI	JOHIN MARU	Brit. str.	2 h.	Robertson	DOUGLAS LAPRAIK & Co.	To-day, at Noon.
SHANGHAI	SHACHING	Brit. str.	—	F. Mooney	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHIERING	Brit. str.	—	Pasmore	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 A.M.
SHANGHAI	HAITANG	Brit. str.	2 h.	Jameson	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
SHANGHAI	SINGAR	Brit. str.	1 m.	F. H. Bole	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
SHANGHAI	YUENSANG	Brit. str.	—	R. W. Almond	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI	RUBI	Brit. str.	—	A. W. Outbridge	SHAWAN, THOMES & Co.	On 12th inst., at Noon.
SHANGHAI	THAN	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
SHANGHAI	LONGKANG	Brit. str.	—	E. Rodger	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI	ZAFIRO	Brit. str.	—	Machias	SHAWAN THOMES & Co.	On 19th inst., at Noon.
SHANGHAI	KAIFONG	Brit. str.	1 m.	F. Swabill	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	BORNEO	Brit. str.	—	Belito	MELCHERS & Co.	Beginning of January.
SHANGHAI	ISCHIA	Brit. str.	—	B. Kon	CARLOWITZ & Co.	On 12th inst., at Noon.
SHANGHAI	YEDOSHI MARU	Jap. str.	—	A. E. Gentles	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	LIGHTNING	Brit. str.	—	M. B. Lake	DAVID SASSOON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	NAMANG	Brit. str.	—	Zwart	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI	TRIBODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMBLE	TO SAIL
NAPLES, GENOA, ALGIERE, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	Wed. day, 16th Dec., at Noon.
SHANGHAI, TSINGTAU, NAGASAKI, Kobe and YOKOHAMA	"DERFFLINGER" Capt. G. MEINERS	About Thursday, 17th December.
MANILA, YAP, NEW GUINEA, BEIRUT, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. V. SENDEN	Thursday, 31st Dec., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Beginning of January 09

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 10th December, 1908. 5

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERO	6,232	F. S. Cowley	On 17th December.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOYERIC	4,445	Methie	On 11th Feb., 09
SUVERIC	6,235	W. Shetton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 2nd December, 1908. 8

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN
 VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 21st Dec., P.M.
MARSEILLES via PORTS	"DUMBERA" Capt. Boyer	On 22nd Dec., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Hénric	On 4th Jan., P.M.
MARSEILLES via PORTS	"ERNEST SIMONS" Capt. Girard	On 5th Jan., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
 Queen's Building.
 Hongkong, 9th December, 1908. 2

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	SATURDAY, 19th Dec.	8th Jan. 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Febr. 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March 09
"MONTEAGLE"	6,163	TUESDAY, 2nd March	26th March 09
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April 09

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PAACIFIC "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £40 " " £42 and 1st Class Railway " " " "

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Fidler Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR HATYATIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"
 Captain W. Hayward, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 12th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "AZAHIA" due in London on the 23rd January, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 30th November, 1908. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "LENNOX" On 18th Dec.

For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.

Hongkong, 1st December, 1908. [1298]

I will deliver to you my world-famed "ROBEYPHONE" with 20 selections of music, and a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are satisfied, you may keep the records and gramophone, and I will deliver to you a complete set of gramophone records, for a trial period of 14 days. If you are not satisfied, return the records and gramophone to me, and I will refund the money. If you are

